

INITIATIONS

BROWN, JONES & CO.

DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.

Cemetery Memorials.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. (2704)

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

Per Case 12 Bottles

- A—THORN'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENROCH MELLOW BLEND, Blue Capsule, with Name and Trade Mark..... 10.80
- C—WATSON'S GLENROCH MELLOW BLEND, Red Capsule, with Name and Trade Mark..... 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule..... 14.40
- E—WATSON'S VERY OLD LEADER SCOTCH WHISKY, Gold Capsule..... 15.00

THORN'S BLEND AND WATSON'S GLENROCH are high class Soda Whiskies, of greater age than most brands in the market.

ABELLOU-GLENROCH is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

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Established 1841.

Hongkong, 14th June, 1898.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents writing for their own columns or for publication in the paper, should send their names and addresses to the Editor, and not to the printer.
All letters for publication should be written on one side of the paper only.
No anonymous communications will be received.
The Editor is not responsible for the return of letters.
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DEATH.
On the 2nd June, at Brighton, ELIZABETH MARIA, of Merton College, South Kensington, widow of the late Arthur W. Clouston, Esq., of Hongkong.

The Daily Press.

HONGKONG, JULY 8th, 1898.

Yesterday's mail brings further particulars regarding the Kowloon concession, in the shape of a telegram from the Peking correspondent of the Times dated 9th June, which reads as follows:—

"DONALD signed to-day with the Tsungli Yamen a Convention leasing to Great Britain certain territories around Hongkong. On May 2 the Tsungli Yamen formally acceded to the friendly representations of the British Minister with regard to an extension of territory for the better protection of the colony and agreed to a lease of the territory on the mainland behind Kowloon up to a line joining Miao Bay and Deep Bay, as well as of the neighbouring island of Lantau. The Convention signed to-day embodies that agreement, with some important additions. China retains the north shores of Miao Bay and Deep Bay, but leases to Great Britain all the waters of both bays, reserving only the right to use them for her own ships whether belligerent or neutral. The total area leased, amounting to about 200 square miles, will be under British jurisdiction, except within the native city of Kowloon. The lease is for 99 years, and becomes operative on 'July 1.' The boundary mentioned in the above is not quite the same as that shown on the map prepared by the Navy League and which was declared by that body to be absolutely essential to the safety of the port. On the Navy League's map the line was drawn from a point in Miao Bay, to a point in Tsyau Bay, north of Deep Bay. According to the Times correspondent China retains the northern shores of Miao Bay and Deep Bay. It would appear, therefore, that the boundary line will probably start from the crest at or about the point shown on the Navy League's map, but instead of running almost due west to Tsyau Bay will follow a more south-westerly direction, strike the coast about the middle of Deep Bay. If that be correct the town of San Chuen, to the possession of which importance has been attached in some quarters on account of its connection with the food supplies of the colony, will be left on the Chinese side of the boundary line.

The most remarkable feature in the telegram, however, and one which we think must be due to a misunderstanding, is the statement that the native city of Kowloon is to remain under Chinese jurisdiction. All the rest of the territory leased is to be under British jurisdiction, but that one little spot, Kowloon city, which is a constant danger to the colony both on

sanitary and moral grounds, is, it is said, to remain Chinese. There must surely be some mistake. Such an arrangement as that described would be equivalent to setting up a Chinese colony in British territory, and it would inevitably lead to misunderstanding and friction. By what force would the authority of the mainland be maintained in case of disorder? Would he be allowed to bring Chinese braves overland or through the waters of the colony? Would he be allowed to continue the use of torture in his criminal court, or to inflict capital punishment? Would he be allowed to draw a revenue from gambling houses? It is impossible to believe so. Whatever arrangements may have been made on paper the administration of Kowloon city must in fact come under British influence and control, and the powers of the mainland, if a mainland is to be maintained there, could not be much more extensive than those of a fief. When Hongkong was established it was at first intended to make use of the tipao system, that is, the government of the Chinese population through elders or head men, and although that system has long been discarded it is now possibly being deemed desirable to revert to it for the administration of the new territory about to be incorporated with the colony. The tipao, however, should be subject solely to British authority, and we fail to see how an exception could be made in the case of Kowloon. The gambling question alone would render the continued maintenance of Chinese authority there impossible. One of the arguments used in favour of the acquisition of the new territory was that it would enable the Government to do away with the gambling houses in Kowloon city, which are largely frequented by residents of Victoria; largely European and Chinese. From time to time these houses have been closed, upon representations made by the Hongkong Government, but have been reopened after a brief period, and if the place is to remain under Chinese jurisdiction the efforts of the Hongkong Government in the direction of suppressing gambling would be rendered to a great extent nugatory. We have not much faith in the efficacy of the measures taken against gambling, which seems to flourish under suppression like a vine under pruning, but whatever opinions may be entertained on that point it would certainly not do to have two opposite policies pursued on the same side of the boundary line.

H.M.S. *Powerful* left Yokohama for Weihaiwei on the 25th June.

The delivery of the English mail was begun at 9.30 a.m. yesterday.

There were no cases of plague yesterday and no deaths from the disease.

The effort to form a volunteer corps among the Straits Chinese has fallen through.

It is reported that H.M.S. *Tweed* is to be sent up to Wuchow, in view of the disturbed condition of Kwangsi.

Mr. Jas. W. Davidson, Acting United States Consul in Formosa, has, according to a statement in the American papers, been promoted to be full Consul.

The death is reported of an Inspector of Revenue, formerly of the Hongkong Police Force, who retired in 1896, and had been living at Glasgow for some time.

An old woman who was hanging out some clothes on the roof of a house in Foggah street yesterday morning fell into the back-yard, being killed instantly.

Among those who arrived by the English mail yesterday was a member of Royal Engineers, who are en route for Weihaiwei, where they go for surveying purposes.

We are informed by the Colonial Secretary's Office that quarantine has been removed at Saigon as regards arrivals from Hongkong, but vessels will be subject to medical inspection.

For assaulting the foreman of the Electric Light Works three coolies were yesterday fined 85 each, and three witnesses who they called 85 each for tellings lies. Mr. Melbourne appeared for the prosecution.

It is asserted that the 34th Company of the Royal Artillery have been ordered from Portsmouth to participate with China for the construction of an important station on the Chinese coast as a coaling station.

The following appointments have been made at the Admiralty:—Staff Surgeon S. W. Vasey, to the *Bayfield*; Surgeon J. F. Hall, M.B., to the *Blenheim*, for medical charges on voyage to China; and to the *Bayfield*; A. T. Wyard, to the *Bayfield*, for the *Blenheim*.

Messrs. Christie, Manson, and Woods on the 6th, 7th, 8th, and 9th June sold the collection of Chinese and Japanese porcelain and lacquerware, which was sold by the late Sir Roderick A. Alcock during his many years' residence in China and Japan. Good prices were realized.

Mr. Day, the Secretary of State, and other officials of the State department, deny that there is any truth in the report that the United States is negotiating for a coaling station in China. They have no intention of having been made in an interview with Mr. C. G. Taylor, the newly-appointed United States Minister at Peking, who is reported to have said that the only office reported by Mr. E. L. Houghton as an important station on the Chinese coast as a coaling station.

The Band of the King's Own Rifles will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:—
Overture, "The March of the 8th."
Selection, "The Blue Boy."
Selection, "The Blue Boy."
Selection, "The Blue Boy."
Selection, "The Blue Boy."

A terrible accident took place in one of the forts at Haploong on the 30th June. Five artillerymen were engaged in removing shells from a small wagon running on Donnell rails, when one of the shells rolled from the wagon, and striking the rails, exploded. When the smoke cleared away a dreadful spectacle was seen. One of the men had his head completely blown away and another had lost an arm and leg. Of the three others two were wounded, the third so badly injured by the explosion that he was being hurried to the hospital.

At the London Bankruptcy Court an application for an order of discharge was made on 5th June by Sir William Williams, formerly a stockbroker at Hongkong, but recently a company director and manager, of Cromwell-road, West Kensington. The bankrupt filed in March, with liabilities of £2,700 and assets £2,300. He claimed his insolvency for a loss of £4,725 sustained through the fall in value of 500 shares in the Hongkong and Shanghai Bank, which he purchased in 1891 as a speculation. The court ordered that the assets be sold and the proceeds applied to pay the debts. The assets were not sufficient to pay 10s. in the pound to the creditors, and on that ground Mr. Registrar Griffiths recommended the liquidator to be appointed.

The C. P. R. steamer *Empress of Japan* arrived at Nagasaki at 6 a.m. yesterday and left at 6 p.m. for the mainland. The steamer is also to be used to arrive at 4 a.m. to-morrow.

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SPANISH-AMERICAN WAR.

THE LATEST FROM THE PHILIPPINES.

MANILA NOT TAKEN ON MONDAY.
The *Little*, which arrived from Manila last night, reports that when she left on Monday the American troops had not begun their attack on the city. They had been very busy vain which had flooded the country for about 18 miles and rendered the roads impassable. On Sunday the troops as well as all the ships in the harbour were busy preparing for the celebration of the "Glorious Fourth," with which, however, the flooding of the country seriously interfered.

The natives were still having daily skirmishes with the Spaniards, who almost invariably come from Manila, but owing to the recent downpour there was sufficient water in the city to last for a few days.

THE SPANISH FLEET FOR THE PHILIPPINES.
Last night Consul-General Willman received the following telegram from Mr. W. A. A. U. S. Consul-General at Cebu:—
"Torpedo boats *Andas*, *Prosperina*, and *Asato* started return Spain. Balance fleet arrived Suez."

THE GERMAN FLEET AT MANILA.
The *Yacoweg*, which arrived in the harbour from Manila via Amoy on Wednesday evening, brought a mail, but she did not stop at Amoy, and the American troops had made their appearance, and before the *Yacoweg* set out for Hongkong, very little of the news she brought was new.

The Governor-General's wife and children, who were prisoners in Pangasinan, have been given up through the mediation of the English Consul, who had them brought down in a large native boat or "banca." A correspondent writes: "Great credit must be given to the rebels for their humanity in looking after and giving up these Spanish women and children, unharmed, for although these rebels are humane the treatment their own women and children receive at the hands of Spaniards is no dreadful thing."

Last week wounded men were coming in very fast from the out-posts and the hospitals were being taxed to their utmost. It is to be feared that the patients were not able to get very first-class treatment.

With regard to the attitude of the Germans, writing on June 27th a correspondent says:—
"We are all watching the movements of the German fleet here. They are always on the move, and keep going away and returning. They are evidently up to no good. We put down the delay of the American troops arriving here to the fact that they must be taking possession of the Carolines and Marianas Islands before coming here, and so take the wind out of the sails of the Germans, who are very anxious to have the former."

Last week provisions were getting scarce and dear, and of course prices were rising in proportion. Householders were obliged to provide their own rice, as they could not afford to buy it out of their pay.

FROM OUR CORRESPONDENT IN MANILA CITY.
Manila, 5th June.
Things are pretty much the same as when I wrote two days ago. The insurgents keep at some time during the day and night they blaze away at one another periodically, when little harm is done on either side. The insurgents cannot stand the music of the shells from the Spanish field artillery, and are presently beginning to realise now that entrenched positions cannot be captured by indiscriminate volley-firing from a distance. One thing is obvious—that the insurgents will never break through the Spanish lines, and if the Spanish only had them to deal with they would undoubtedly make short work of them, in spite of their retirement from Zepole. I was informed that the rebels burst one of the field pieces they received from the Americans through improper handling. To show you just defective the rebel firing is, I may state that Captain de Concha's main brigade, which was stationed at the Palovina for one week, where there were incessant rebel attacks in force day and night, only sustained a loss of seven killed and wounded. How the insurgents managed to capture so many prisoners is somewhat of a mystery, unless the besieged Spaniards were starved into submission.

General Monet, who was reported to have been shot in the face and then met with a sudden death, having died for his country, was mentioned every one turning up at Manila on Tuesday last. It appeared that he had left his forces of 7000 men (deserted it, we would call it in Anglo-Saxon) and had brought down the Captain-General's wife and family, and several Spanish officers, to his camp on the Tamar River. He escaped from the Spaniards, and, as he was a small, stout man, and seemed downy, being the General's father, fully expecting to be captured by the Americans, to whom he was fully prepared to surrender himself. The Spaniards, however, were not so easily deceived. They had been informed by the "Port" office, without the slightest reason, that he was a spy, and they were determined to capture him. He was surrounded by thousands of rebels. Also that there are eighteen priests with the soldiers, who the insurgents have a premium on, and there is also on the Pangasinan river a small Spanish vessel, which is being used by the rebels to transport their arms and ammunition. The Spaniards are now all in the hands of the rebels. Yesterday it was reported that the Spaniards had been taken to the mainland, but I am unable to verify this.

Coronation Day was fittingly observed by Captain Chichester holding an "At Home" on the *Amorathia*, to which all British subjects were invited. The weather was too hot to permit of a large number of guests, but a number of them were present, and the evening was a most successful one.

THE DELIVERY OF THE FRENCH MAIL.
DRAK Sir—Adverting to your paragraph in this day's paper re delivery of French mail, a much more glaring case of delay has been my experience. A registered London letter did not reach me until noon yesterday, Wednesday. Yours faithfully,
H. L. DALRYMPLE.
Hongkong, 7th July, 1898.

THE N. P. steamer *Frederick* arrived at Portland, Or., from Japan and Hongkong on the 4th instant.
The C. P. R. steamer *Empress of India* arrived at Yokohama on the 6th instant, and left at 6.30 a.m. yesterday for Yokohama, where she is expected to arrive at 6 a.m. to-day.

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THE WATER SUPPLY.

THE LATEST FROM THE PHILIPPINES.

The Hon. R. D. O'Connell, Water Authority, has issued a report on the water supply of the colony. On 1st July, 1898, the water in Tiam reservoir was 10 feet 4 inches below the overflow, representing a storage of 241 million gallons, while the water in the other reservoirs was 1 foot 2 inches below the overflow, representing a storage of 64 million gallons. The total storage was thus 305 million gallons.

The following are the figures on the current supply of water:—
Level. Storage.
Tiam. 12 ft. 4 in. above overflow. 241,000,000
Other. 1 ft. 2 in. above overflow. 64,000,000
Total. 305,000,000

The total consumption for all purposes during June was 30 million gallons, giving with an estimated population of 174,450 an average daily consumption of 17 gallons per head.

For the corresponding period last year the total consumption was 28 million gallons, or an average daily consumption of 16 gallons per head for the population.

The Government Analyst reports that the water is of excellent quality.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.
The seventeenth ordinary general meeting of the Indo-China Steam Navigation Co., Limited, was held at the office of the company, 29, Cornhill, on 9th June. The Chairman of the board of directors (Mr. J. M. Macdonald) presided.

The Chairman said in moving the adoption of the report:—The report was very pleasing to see, showing the shareholders better results for the year 1897. During which the company's steamers had considerably exceeded their anticipations, and they were able to propose a dividend which, although not equal to the last year's, was still a very good one.

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THE JAPANESE IN FORMOSA.

THE LATEST FROM THE PHILIPPINES.

I have just heard of a very interesting document prepared by an official of the Japanese Government who was despatched some time since to India, Burma, Ceylon, and other British possessions in the East to study and report on the causes of the success of British administration amongst alien races. This document was then sent to the Japanese Government, and at the end of his long journey reported that the chief reasons for British success in colonising and administering were success there. The gentleman carried out a certain number of years, unless physically unfit, that the number of Japanese officials there should be largely diminished. It is stated that most of the recommendations will be adopted, and it is not a matter for surprise that the eclectic Japanese should study the British colonial system in order to introduce it in their solitary colony.—*Correspondent Manchester Guardian.*

THE ENGLISH MAIL.
The P. & O. steamer *Comet*, with the English mail of the 10th June, arrived yesterday. The following telegrams are from the Times of Ceylon:—

MR. CLEVELAND DECLARES AGAINST ANNEXATION.
London, 22nd June.
Mr. Cleveland, in a speech at the National Union of the Liberal Party, declared his opposition to

VESSELS ON THE BERTH.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA				FOR PORTLAND, OREGON			
IN CONNECTION WITH				IN CONNECTION WITH			
NORTHERN PACIFIC RAILWAY CO.				OREGON RAILROAD AND NAVIGATION CO.			
Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
VICTORIA	3,167	T. H. Doherty	July 13th	2600 E. Porter			Aug. 13
OLYMPIA	3,087	T. H. Doherty	Aug. 13th	2600 E. Porter			Sept. 13
ARIZONA	3,087	T. H. Doherty	Aug. 13th	2600 E. Porter			Oct. 13
TACOMA	3,249	A. Dixon	Sept. 17th	2600 E. Porter			Nov. 13

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES AND TO EUROPE.

Excellent accommodation. First class Table. Doctor and Stewardesses on board. Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 22.

The best route to the KIDNEY GOLD FIELDS. Frequent sailings from Victoria, Tacoma and Portland to DRY and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bill of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent to the consular office in the Pacific Coast, and one to the Pacific Coast, and one to the Pacific Coast, and one to the Pacific Coast.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 5th July, 1898.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUNSET TO ALTERNATION.

STEAMERS	DESTINATIONS	SAILING DATES
SAKAI MARU	VLADIVOSTOK VIA SHANGHAI, CHIOFO, OCHIMOTO, NAGASAKI, FUKUOKA, KOBÉ	FRIDAY, 8th July, at Noon.
MIYU MARU	BOMBAY, SINGAPORE (Trans-shipping Cargo for Java Ports) and COLOMBO.	TUESDAY, 12th July, at Noon.
KOBE MARU	KOBÉ & YOKOHAMA	WEDNESDAY, 13th July, at 4 p.m.
KAGOSHIMA MARU	KOBÉ & YOKOHAMA	WEDNESDAY, 13th July, at 4 p.m.
RIOJUN MARU	SEATTLE, WASH., U.S.A., & KOBÉ & YOKOHAMA	THURSDAY, 14th July, at 4 p.m.
HAJATA MARU	MASSILLON, LONDON & AMSTERDAM, ROTTERDAM, LONDON, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 p.m.
OHY MARU	NAGASAKI, KOBÉ & YOKOHAMA	MONDAY, 25th July, at 4 p.m.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 8th July, 1898.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, JAPAN, NAGASAKI & KOBÉ	YOKOHAMA VIA NA-ROHLE, NAGASAKI & KOBÉ	LONDON	LONDON	LONDON
YOKOHAMA VIA SHANGHAI, JAPAN, NAGASAKI & KOBÉ	YOKOHAMA VIA NA-ROHLE, NAGASAKI & KOBÉ	LONDON	LONDON	LONDON
YOKOHAMA VIA SHANGHAI, JAPAN, NAGASAKI & KOBÉ	YOKOHAMA VIA NA-ROHLE, NAGASAKI & KOBÉ	LONDON	LONDON	LONDON
YOKOHAMA VIA SHANGHAI, JAPAN, NAGASAKI & KOBÉ	YOKOHAMA VIA NA-ROHLE, NAGASAKI & KOBÉ	LONDON	LONDON	LONDON
YOKOHAMA VIA SHANGHAI, JAPAN, NAGASAKI & KOBÉ	YOKOHAMA VIA NA-ROHLE, NAGASAKI & KOBÉ	LONDON	LONDON	LONDON

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 8th July, 1898.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN	Comd. G. A. Lee, R.N.R.	WEDNESDAY, 20th July, 1898
EMPEROR OF CHINA	Comd. R. Archibald, R.N.R.	WEDNESDAY, 10th Aug., 1898
EMPEROR OF INDIA	Comd. O. P. Marshall, R.N.R.	WEDNESDAY, 1st Aug., 1898

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and actually make the voyage YOKOHAMA TO YANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Clear connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Bookings should be at principal points and AROUND THE WORLD. Return tickets to various points of interest, such as 4, 6, 8, and 12 months.

SPECIAL RATES (first class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the world), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the route passes.

THE DINING-CARBS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Prater Street.

Hongkong, 30th June, 1898.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERHIAH GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

Captain S. Barham, carrying Her Majesty's Mail, will be despatched from this for BOMBAY and STRAITS on SATURDAY, the 8th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 8th July, 1898.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	IN PERMIT TO APPLY TO	TO BE DESPATCHED
LONDON	Shanghai	Brit. str.	Peters	P. & O. S. N. Co.	On or about 23rd inst.
LONDON	Managon	Brit. str.	Andrews	P. & O. S. N. Co.	On or about 23rd inst.
LONDON VIA SUEZ CANAL	Prian	Brit. str.	Andrews	Butterfield & Swire	On 13th inst.
LONDON VIA STRAITS	Verona	Brit. str.	Barham	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA STRAITS	Mayana	Brit. str.	Connell	Holliday, Wise & Co.	On or about 15th inst.
BIEN HIA PORTS OF CHINA	Hakata Maru	Brit. str.	Fraser	Nippon Yusen Kaisha	On 15th inst., at 9 a.m.
MARSHALLS, LONDON, &c.	Caladonia	Brit. str.	Darman	Massachusetts Marine	On 15th inst., at Noon.
TRIESTE VIA STRAITS, BOMBAY, &c.	Yindobona	Brit. str.	Bollen	Sander, Weller & Co.	To-morrow.
VANCOUVER, B.C., SHANGHAI, &c.	Empress of Japan	Brit. str.	Lee, H. A.	Canadian Pacific R. Co.	On 15th inst., at Noon.
VICTORIA, B.C., & TACOMA V. STRAITS	Victoria	Brit. str.	Brace	Butterfield & Swire	On 15th inst., at Noon.
SEATTLE, WASH., U.S.A., & KOBÉ	Kiojin Maru	Brit. str.	Moses	Nippon Yusen Kaisha	On 14th inst., at 4 p.m.
SAN FRANCISCO VIA NAGASAKI	Bolgo	Brit. str.	Fraser	P. & O. S. N. Co.	On 15th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI	Brace	Brit. str.	Brace	Butterfield & Swire	On 15th inst., at Noon.
SAN FRANCISCO	Hawthornthwaite	Brit. str.	Fraser	Shewan, Tomes & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Duchess Anne	Brit. str.	Crover	Malabar & Co.	On or about 12th inst.
NEW YORK VIA SUEZ CANAL	Patman	Brit. str.	Fraser	Dodwell, Carlill & Co.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	Brace	Brit. str.	Brace	Butterfield & Swire	Quick despatch.
NEW YORK	Marish Woolf	Brit. str.	Brace	Stamson & Co.	On 13th inst., at 5 p.m.
VLADIVOSTOK & NAGASAKI	Dapling	Brit. str.	Fraser	Nippon Yusen Kaisha	To-day, at Noon.
VLADIVOSTOK VIA STRAITS	Sagami Maru	Brit. str.	Moses	P. & O. S. N. Co.	To-day, at Noon.
YOKOHAMA VIA NAGASAKI & KOBÉ	Yokohama	Brit. str.	Fraser	P. & O. S. N. Co.	To-day, at Noon.
YOKOHAMA & KOBÉ	Yokohama	Brit. str.	Fraser	P. & O. S. N. Co.	To-day, at Noon.
KOBÉ & YOKOHAMA	Kagoshima Maru	Brit. str.	Fraser	Nippon Yusen Kaisha	On 13th inst., at 4 p.m.
KOBÉ & YOKOHAMA	Kiojin Maru	Brit. str.	Fraser	Nippon Yusen Kaisha	On 13th inst., at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	Orin Maru	Brit. str.	Fraser	Nippon Yusen Kaisha	On 13th inst., at 4 p.m.
SHANGHAI	Coromandel	Brit. str.	Fraser	P. & O. S. N. Co.	On or about 15th inst.
SWATOW, AMOY & TAMSUI	Formosa	Brit. str.	Fraser	Douglas, LaPrade & Co.	To-morrow, at Noon.
AMOY	Jasoa	Brit. str.	Fraser	Butterfield & Swire	To-morrow, at Noon.
YAMAGUCHI	Yamaguchi Maru	Brit. str.	Fraser	Nippon Yusen Kaisha	On 25th inst., at Noon.
SANDAKAN & KUDAT	Densation	Brit. str.	Fraser	Butterfield & Swire	On 11th inst., at Noon.
SPORE, COLOMBO, HAVRE, &c.	Dolla	Brit. str.	Fraser	Christiansen	On or about 15th inst.
PORT OF CALL	Brace	Brit. str.	Brace	Butterfield & Swire	On 15th inst., at Noon.
STRAITS & BOMBAY	Bornida	Brit. str.	Fraser	Barbano	On 12th inst., at Noon.
STRAITS & CALCUTTA	Suisang	Brit. str.	Fraser	Jardine Matheson & Co.	On 12th inst., at Noon.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"JASON," will be despatched TO-MORROW, the 9th inst., at 10 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3th July, 1898. [1432]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM," will be despatched as above on MONDAY, the 11th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3th July, 1898. [1100]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"ST. NIMIAN," will be despatched as above TO-DAY, the 8th inst., at Noon.

To be followed by "S.S. 'ORANGE' on or about the 20th July, 1898.

For Freight or Passage, apply to S.S. "FORTUNA," on or about the 5th August, 1898.

For Freight or Passage, apply to SHERMAN, TOMES & CO., Agents.

Hongkong, 7th July, 1898. [1273]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"SUISANG," will be despatched as above on TUESDAY, the 12th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th July, 1898. [1434]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"SUISANG," will be despatched as above on TUESDAY, the 12th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th July, 1898. [1434]

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Hongkong, 8th July, 1898. [1434]

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Hongkong, 8th July, 1898. [1434]

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Hongkong, 8th July, 1898. [1434]

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Hongkong, 8th July, 1898. [1434]

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Hongkong, 8th July, 1898. [1434]

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Hongkong, 8th July, 1898. [1434]

VESSEL ON THE BERTH

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"HAWTHORNTHWAITE,"

Grigs, Master, will load for the above port and will have quick despatch.

For Freight, apply to SHERMAN, TOMES & CO., Agents.

Hongkong, 14th June, 1898. [1193]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Goods consigned after the 11th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 12th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd July, 1898. [1414]

VESSEL ON THE BERTH

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"HAWTHORNTHWAITE,"

Grigs, Master, will load for the above port and will have quick despatch.

For Freight, apply to SHERMAN, TOMES & CO., Agents.

Hongkong, 14th June, 1898. [1193]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

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BUTTERFIELD & SWIRE, Agents.